union
RAILWAYS

Kings Cross/ St Pancras to Barking

The new Union Railway described

Kings Cross/ St Pancras to Barking

The route of the Union Railway in London uses existing railways or is in tunnel, to keep to a minimum the impact on people, property, and the environment.

Open for detailed route information

THE UNION RAILWAY

This booklet provides information about the route which the Government has announced for the Union Railway, the high-speed railway between London and the Channel Tunnel.

The Union Railway is designed to provide:

- **The main railway between Britain and continental Europe.**
- **A major increase in capacity and improvement in the quality of journeys between Kent, Essex and London.**
- **The transport spine for the development of the East Thames Corridor.**

The route has been chosen by the Government from options developed by Union Railways Limited, the agency company set up by British Rail in 1992. The engineering, environmental and financial plans for the Union Railway have been produced in association with more than 40 leading private-sector consultancies.

The detailed proposals for the railway will be refined and developed only after consultation with those affected. You can find out more by visiting our Information Centres - dates and times of their visits to your area will be announced in the local press.

This booklet also gives brief details of Union Railways policy on a range of issues - you can find more information in other Union Railways leaflets.

WHY IS THE UNION RAILWAY NEEDED?

The Union Railway will provide the essential capacity to meet fast-rising demand for international rail travel, following the opening of the Channel Tunnel. Around the turn of the century, the existing railways in Kent and South-East London will be unable to cope with the predicted growth in demand for travel.

The Union Railway will also offer major improvements in the quality of journeys between Kent, Essex and London - much faster journeys, greater reliability, and a wider range of destinations.

The Union Railway will carry both the growing international traffic, and more than 25,000 commuters each day, in much less space than a motorway, with much less damage to the environment.

As international trains and Network SouthEast express trains will use the Union Railway, existing railways will have more room, not only for improvements to passenger services, but also for international freight traffic attracted by the Channel Tunnel. This freight would otherwise cause a major increase in lorry journeys, and up to 45 million kg of additional exhaust emissions every year. The Union Railway could also itself carry freight.

THE CHOICE OF ROUTE

The route chosen by the Government, and described in this booklet, is based on the easterly approach to London, which the Government adopted in 1991. That corridor has been studied to find a route which is capable of meeting environmental standards, and which can provide regeneration opportunities and improved rail services within the South-East. While principally conceived as a twin-track, high-speed passenger railway, the route is also capable of carrying freight trains.

The new route runs to the Channel Tunnel from a new station at Kings Cross/St Pancras in London. It can also carry international trains from London Waterloo via the existing London to Chatham line and a link line from Longfield to the Union Railway near Gravesend.

BENEFITS FOR THE SOUTH-EAST

More than half of the peak-period trains on the new railway will be for travellers within South-East England. With new Network SouthEast express trains, the Union Railway can transform rail travel between Kent, Essex and London. It will carry many more people, with much shorter journey times, more reliably and in much greater comfort, to new destinations.

The Union Railway presents opportunities to support the South-East's economy, by improving transport links for development in the East Thames Corridor and for other regeneration projects along its route.

LIMITING DISTURBANCE

The Union Railway route is the result of a comprehensive sifting process, which rejected any option which did not meet the environmental standards normally applied to major infrastructure projects. Scope to further limit effects on people, property and the environment will be discussed during the consultation process - the results of this will be carefully taken into account.

It is intended that the construction of the Union Railway will be carried out under a strictly enforced Code of Practice, to be drawn up in consultation with Local Authorities. Construction traffic would use railway land whenever possible, to limit disturbance.

PROPERTY EFFECTS

By next winter, the detailed route of the new railway is expected to be reserved, or "safeguarded", against other development. It is expected that details of property purchase arrangements will be announced at that stage.

DISCUSS YOUR CONCERNS

Union Railways wants householders, property owners, and all others affected by its proposals to have an opportunity to discuss them in detail with designers, planners and environmental specialists. This will be possible at the Information Centres which will be visiting about 40 locations along the route. The location and opening hours of the Centres will be announced in the local press.

Consultation is also being carried out with Local Authorities and other interested bodies. The Information Centres will return in the autumn to provide details of the outcome of the consultation process.

The Information Centres are intended to provide the best opportunity for direct contact with Union Railways. But if you are unable to visit one of the Centres, or if you would like more information, then please write to the address overleaf, or phone 081 760 5002 and speak to one of the liaison team.

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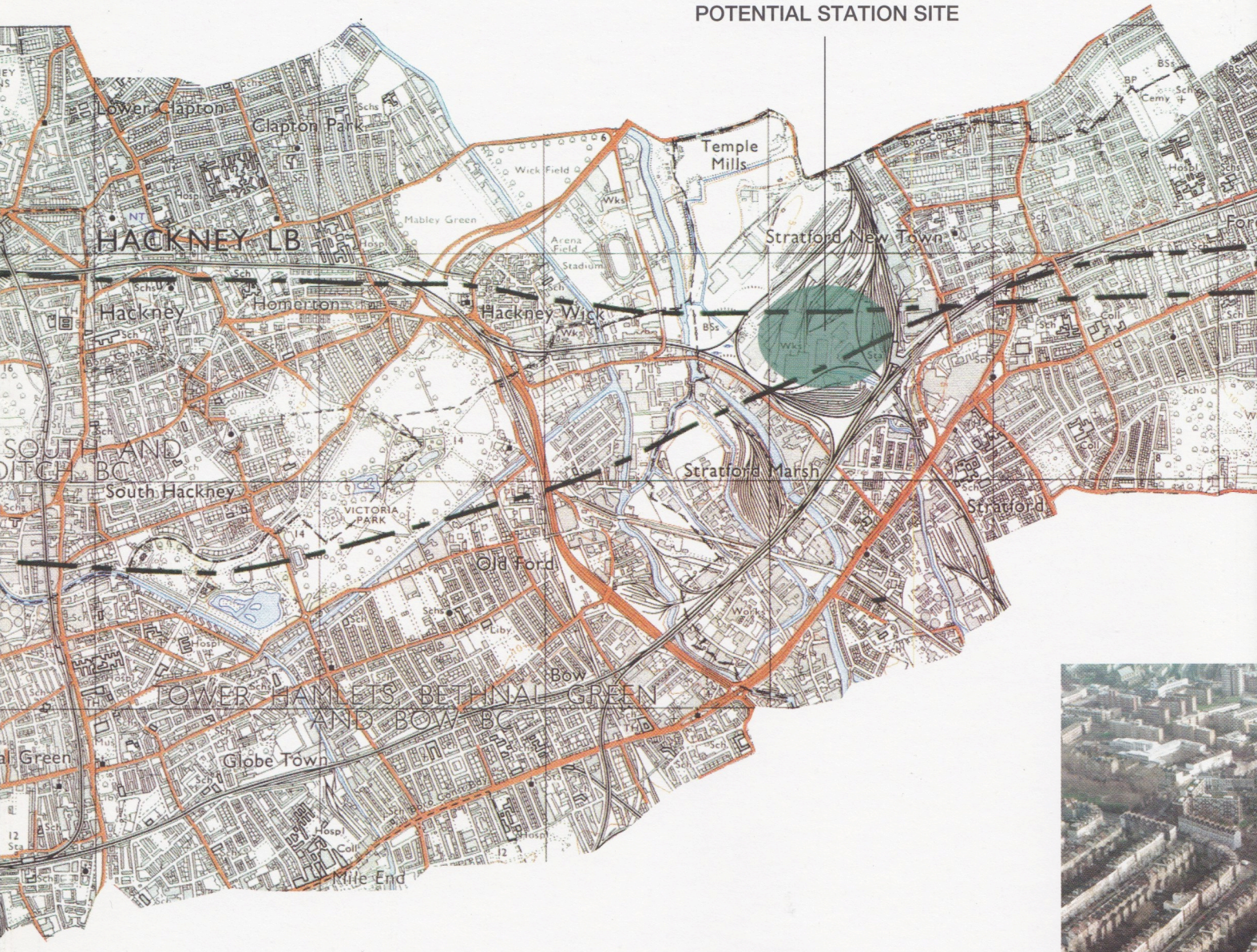
Shacklewell
Highbury
Lower Holloway
ISLINGTON CENTRAL BC
ISLINGTON LB
Canonbury
Kingsland
Dalston
Barnsbury
ISLINGTON SOUTH AND FINSBURY BC
De Beauvoir Town
Islington
Goods Shed
King's Cross
Pentonville
Haggerston
Hoxton
Euston Station
St Pancras
Shoreditch
HOLBORN AND RAS SOUTH BC
Clerkenwell
St Luke's
Bloomsbury
Spitalfields
Barbican Centre
Markets



KEY

The Union Railway

Surface ——————

Tunnel - - - - -

Islington: Dalston tunnel entrance

Kings Cross/ St Pancras to Barking

KINGS CROSS/ST PANCRAS TO STRATFORD

There are two possible routes between Kings Cross / St Pancras and Stratford.

The previously published route between Kings Cross and Barking via Stratford would run in tunnel all the way from a low level station at Kings Cross. It would pass under Finsbury, Hoxton and Victoria Park, and would continue in tunnel to Stratford.

The alternative route - described in more detail in the opposite panel would use a refurbished and extended St Pancras station as its London terminus. St Pancras station would be connected to the North London Line corridor by a line across the railway lands north of Kings Cross and St Pancras.

The Kings Cross Railway Lands are a major development site. The extent to which the development proposals for those lands would need to be amended with the St Pancras alternative is being reviewed.

This alternative route would then use two tracks within the existing North London Line railway boundary to a tunnel entrance west of Dalston. Through Dalston, Hackney, Homerton and Hackney Wick, the existing railway is narrower, and so the Union Railway would run under these areas in tunnel, to avoid major disruption at ground level. The route would continue in tunnel to Stratford.

Tunnelling work for either route is expected to be carried out from a work site at Stratford. Access and ventilation shafts would be required for the tunnels - the selection of suitable sites would be decided after public consultation. The route from the Kings Cross low level station involves more tunnelling and would therefore require another construction site (and a ventilation and access shaft for the completed tunnel) in the area of Shoreditch Park.

From either the extended St Pancras station or from Kings Cross low-level station, international trains serving destinations north of London would use new links to the West Coast, East Coast and Midland main lines. Either station is compatible with the Thameslink 2000 proposals for an improved cross-London railway network, linking many more destinations north and south of the capital.

STRATFORD

The Union Railway will run in tunnel, from either the Kings Cross low-level station or from the Dalston tunnel entrance, under Stratford to east of Barking station.

There are two options for the depth of tunnel under Stratford. The tunnel could be driven mainly under existing railway land north of Stratford station, at a depth of about 25 metres. Alternatively, it could run about 11 metres below the surface, in a reinforced-concrete open-top box structure, which would permit the construction of a station in the future.

Camden & Islington: St Pancras and Kings Cross stations

The route with a "station box" would cost about £10 million to £25 million more than the 25-metre-deep tunnel.

If it were decided to provide the station box, the London International Freight Terminal, north of Stratford station, and the former Great Eastern Railway Works building, east of this terminal, would be demolished.

Such a station would allow interchange with CrossRail, the Central, Jubilee and North London Lines, and the Docklands Light Railway. The faster connections provided by the Union Railway could help encourage urban regeneration at Stratford and in the surrounding area.

Past industrial use of the Stratford railway lands will require particular investigation of the ground, to establish any

special measures which may be necessary in excavation and disposal of earth. Maximum use will be made of rail transport for construction work and earth disposal.

Tunnelling of the new railway east to Barking is expected to be carried out from the Stratford site. There would be an access and ventilation shaft here for the completed tunnel.

Consideration is also being given to a possible additional scheme, known as Union Metro, which would upgrade the North London Line through Stratford and provide a link under the River Thames to the North Kent Line and Dartford. Such a scheme appears likely to offer significant regeneration potential.

ST PANCRAS TO BARKING - ALTERNATIVE ROUTE

From St Pancras, after crossing the railway lands, this route would use the southern side of the existing railway corridor through Islington, which is wide enough to have two tracks for the Union Railway and two for the North London Line. The tunnel under Dalston and Hackney would start at an entrance west of Dalston. Tunnelling under Dalston, Hackney, Homerton and Hackney Wick would avoid the disruption and effects on land and property which would be caused by widening the surface route. The tunnel would continue under the Stratford railway lands towards Barking.

Between Camden Road station and York Way, additional tracks could be laid for freight trains using the North London Line, without widening existing railway land.

From Caledonian Road & Barnsbury station to the Dalston tunnel entrance, the Union Railway tracks would be lower than the existing railway, and bridges and earth-retaining walls would be underpinned. Some bridges would be rebuilt. Noise barriers would be provided where appropriate throughout this section of route.

The Union Railway would descend into the tunnel under Dalston in the existing walled railway cutting which is flanked on both sides by Mildmay Grove. There are no properties along the sides of the cutting, but the bridges carrying Mildmay Park and Newington Green Road over the railway would be rebuilt. The descent to the tunnel would be within a new walled cutting, before entering a section of roofed-over cutting ("cut and cover" tunnel) between Newington Green Road and Mildmay Park. The cut-and-cover tunnel would change to bored tunnel just west of the King Henry's Walk bridge. The North London Line's two tracks would continue along the north side of the cutting, to follow their existing corridor towards Dalston.

Passenger and freight services on the North London Line could continue throughout construction. Rearrangement of platforms at all stations from Camden Road through to Canonbury would be necessary, with trains continuing to serve all the stations during and after the new railway's construction. The freight railway from Canonbury to Finsbury Park could also be kept open throughout the work. The completed Union Railway would not conflict with the proposed extension of East London Line services onto the North London Line via Dalston Junction.

The work would take about four years, including two and a half years to construct the walled cutting and cut-and-cover tunnel. After consultation with local authorities, appropriate traffic management schemes would be implemented during bridge rebuilding and to manage construction traffic. Tunnelling of the main, bored tunnel would be carried out from a site at Stratford.

After completion of the new railway, the two North London Line tracks would be able to carry the present mix of Network SouthEast and freight trains.

Hackney: Shoreditch Park

STRATFORD TO BARKING

Though the exact route will depend on detailed engineering design, and on which route is chosen between Kings Cross / St Pancras and Stratford, this section of the Union Railway will run under the residential areas of Maryland and East Ham. The tunnel will be about 20 to 30 metres below the surface. Locations for ventilation and access shafts will be discussed during public consultation, before they are finalised.

Running in tunnel between Stratford and Barking avoids the disruption and effects on land and property which would be caused by the alternative of widening existing railway routes.

BARKING

After passing under Barking station in tunnel, the new railway will emerge on the surface, behind the Vicarage Field shopping centre, and climb from the tunnel entrance in a walled cutting, within the existing railway boundary. Tunnelling beneath Barking station limits disruption to existing railways while the Union Railway is being built.

Precautions will be taken to limit disturbance from construction work as far as practicable. This will include using the existing railway route to Ripple Lane Freightliner terminal as the main route for materials and excavated earth, to keep construction traffic off local roads whenever possible. Tunnelling of the main, bored tunnel will be carried out from a site at Stratford.

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OTHER INFORMATION AVAILABLE

These leaflets can be obtained from the Information Centres, or by writing to the address below:

- The Union Railway
- The Environment and the Union Railway
- Noise and Vibration
- Tunnelling
- The Union Railway and the UK
- Business Benefits from the Union Railway
- Consultation and the Union Railway
- Commuters and the Union Railway

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